

NORTH CAROLINA

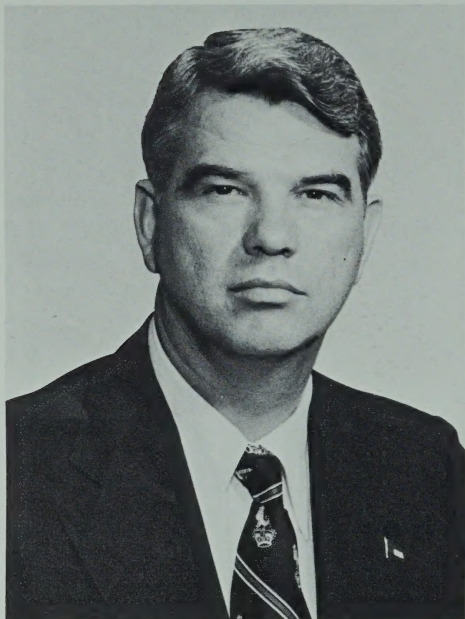
BYWAYS

FALL 1974





STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION AND HIGHWAY SAFETY



Troy A. Doby, Secretary

Last year, the North Carolina Board of Transportation approved the State's first Highway Improvements Program. This action, which may have seemed bold at the time, provided the formal and practical base on which to structure the necessary planning and project development. The program was clearly defined so as to permit us to predict the outcome with a fair amount of confidence.

Now, a year later, I can proudly state that the proof is in. The program is working, even in the face of ever increasing costs of material, delays in material delivery, and so on. With it all, most of our projects are on schedule. Yet, this program is but one example of the forward stride we have taken. Each of the departmental divisions is to be commended for the progress made. We have a 'tried and proved' transportation program.

I credit any accomplishments we may have achieved to the many contributions of our departmental employees across the state. They have shared the responsibility of the work efforts and certainly deserve the recognition of the Department and their other fellow citizens. I like to say that together we have 'pushed and shoved' this thing to the top.

We commend also the members of the Board of Transportation and Secondary Roads Council and the concerned citizens of North Carolina who have supported the various highway improvement projects.

Our efforts shall continue to be geared toward returning to the taxpaying citizen the highest possible yield for his transportation-oriented dollar.

Sincerely,

A handwritten signature in cursive script that reads "Troy A. Doby".

Troy A. Doby
Secretary

**North Carolina
BYWAYS**

Volume I, Number 2
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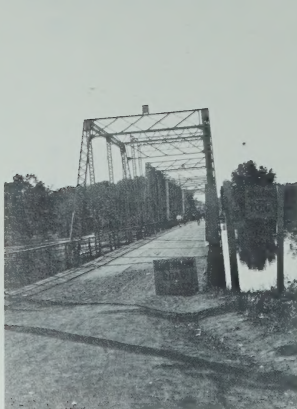
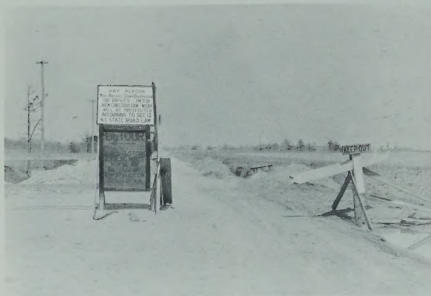
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SIGNS OF THE TIMES





PRESIDENT'S SAFETY "OLD HAT" TO PATROL

President Ford's recent visit to Pinehurst placed a great responsibility on the Highway Patrol. As for all similar events, the Patrol was responsible for traffic control but the greater responsibility to assure the personal safety of the President was not a new experience for the Patrol or its Commander, Colonel E. W. Jones. Colonel Jones was part of the Patrol's first protective escort of a President. In 1936, President Franklin D. Roosevelt traveled by motorcade from Knoxville, Tennessee, to Charlotte, North Carolina. The motorcade was escorted from the Tennessee state line at Newfound Gap to Charlotte by the Highway Patrol.

In those pre-World War II days, Patrol escort duty usually meant motorcycles and bad weather. This one was no exception. Heavy rainfall began as the caravan left Lake Lure and continued until the motorcade reached Charlotte. Needless to say, this was not ideal weather for travel by motorcycle. Jones managed to keep his machine in an upright position throughout the trip but some other Patrol members were not so fortunate. Several troopers managed to place their motorcycles in a horizontal position while crossing the railroad tracks in Forest City. All of them, however, were able to remount with only their pride injured and no broken bones.

Subsequent Presidential visits were less colorful but progressively more demanding of the Patrol's resources. Modern day requirements for complete Presidential security demand detailed planning by supervisors and complete alertness by assigned troopers. While some troopers are assigned directly to the Presidential party, many others serve long tours of duty in less visible but equally important locations.

Presidential visits to North Carolina have been free of major incidents but the need for the Patrol to be vigilant during such visits has not diminished but increased. The specter of Dallas has been present during visits by Presidents Johnson, Nixon, and Ford and has magnified the Patrol's obligation to shield the President from harm.

The arrival of a President in our State is a welcome event and the Patrol is proud of its role on these occasions, however, his safe departure is accompanied by a release of tension for those assigned to the Presidential detail. Before boarding the helicopter to leave Pinehurst, President Ford shook hands with Colonel Jones and thanked him for the job done by the Patrol. As the helicopter passed from view, it signified to Colonel Jones the safe termination of the President's visit.

STATE HIGHWAY PATROL ESTABLISHES INFORMATION UNIT

The North Carolina State Highway Patrol, in cooperation with the Governor's Highway Safety Program, has established a Traffic Safety Information Unit. The new unit will consist of a program co-ordinator assigned to Patrol headquarters and one Sergeant in each of the Patrol's eight troops. These men will devote full time to apprising the state's citizens of the Patrol's role in the Traffic Safety field and to obtaining more public support for the Patrol's programs.

Colonel E. W. Jones, Commander of the State Highway Patrol, said, "The Information Unit will eliminate the void that has existed between the patrol and highway users. The information officers' duties will be soliciting public support through Traffic Safety Information programs presented to civic groups, educational systems, and concerned citizens. The officers in the Information Unit will utilize the services of radio and television stations. In addition, they will prepare news releases and work very closely with the statewide news media and with the Department of Transportation's Information Services Office.

The newly appointed Traffic Safety Information Officers will attend a comprehensive training school with special emphasis on public speaking, the use of visual aids, and other job-related subjects. Conducting the school will be Patrol instructors and instructors from the Department of Community Colleges, as well as professionals from the radio and television folds.

Colonel Jones went on to say that "by effectively communicating with highway users, these men will improve public support of the Patrol's chief objective, preventing accidents on the streets and highways of North Carolina."

Secretary of the Department of Transportation Troy A. Doby and Colonel Jones announced the transfers and promotions of the eight troopers on September 18. Seven of those promoted were assigned to the Information Unit. The promotion ceremony was held in the State Capitol's Hall of the House with the Clerk of the North Carolina Supreme Court administering the oath of office. Deputy Secretary Isabel Holmes gave the main address.



TROOPER GLENN L. SWANSON is a native of Hickory. His family later moved to Rowan County where he was reared in the Cleveland Community. Trooper Swanson joined the patrol in 1959 and was assigned to Rich Square where he remained until 1971. He was then transferred to his present duty station in Ayden.

Trooper Swanson is married to the former Mary Conner of Rich Square and they have one son, David. They are members of The First Baptist Church in Ayden. Trooper Swanson is active in the softball league and a member of Lion's International.

Trooper Swanson is being promoted to the rank of Line Sergeant and assigned as Traffic Safety Information Officer of Troop "A" in Greenville.



TROOPER WILLIAM (BILL) P. REGISTER is a native of Durham County and has been a member of the patrol for 15 years. He is presently stationed in Fayetteville having previously been assigned to Greensboro. Trooper Register, a Chief Petty Officer in the U. S. Naval Reserve, has attended numerous training schools both military and civilian. He has served as an instructor in the patrol's basic training school.

Trooper Register is past master of the Guilford Masonic Lodge, a Shriner and a Baptist. He has a daughter, Kathy, and a son, Brent.

Trooper Register is being promoted to Line Sergeant and assigned as Traffic Safety Information Officer of Troop "B" in Fayetteville.



TROOPER JETHRO WALLACE, a native of Chesterfield, South Carolina was reared in Wadesboro, North Carolina. He was sworn in as a member of the patrol in 1966 and assigned to La Grange. He was transferred to Gastonia in 1967 and remained there until 1971 when he transferred to his present duty station in Rockingham.

Trooper Wallace is a Vascar Operator and is certified by the State Board of Health as a breathalyzer operator.

He is married to the former Melba Ruth Morris and they have two sons, Jeffery Scott and Wesley Joel. They are members of the Presbyterian Church.

Trooper Wallace is being promoted to the rank of Line Sergeant and assigned the first-line supervisory duties of District V, Troop C, in Wilson as Traffic Safety Information officer.



TROOPER JAMES G. LAWRENCE, a native of Waynesville was reared in Enka, in Buncombe County. He joined the patrol in 1966 and has been stationed in Greensboro since completing the patrol basic training school. Trooper Lawrence is a certified breath test operator and has been active in our chemical test for the alcohol program since 1969.

Trooper Lawrence is a Scottish Rite Mason and active in civic and community affairs. He is married to the former Geraldine Giles of Danville, Virginia, and they have one daughter, Donna Lynn. They are members of the Guilford College Baptist Church.

Trooper Lawrence is being promoted to Line Sergeant and reassigned to Greensboro as Traffic Safety Information Officer of Troop "D".



TROOPER JAMES (MARSHALL) VARNER, a 19 year veteran of the patrol is a native of Greensboro. He was assigned to Eden upon completion of the basic patrol school, and other than a few months he was assigned to Fayetteville, this has been his only duty station. Trooper Varner is a certified breath test operator and is active in civic and community affairs, especially those of the Y. M. C. A. He is a member of the Toastmasters' Club.

He is married to the former Julia Ann Brooks and they have three children; Amanda, Amy, and Scott. They are members of Kings Memorial Church.

Trooper Varner is being promoted to Line Sergeant and will assume the duties and responsibilities of Traffic Safety Information Officer of Troop "E" in Salisbury.



TROOPER MARVIN (KENT) HOLCOMB has been a member of the patrol since 1965. He is a native of Winston-Salem and was stationed in Jonesville and Salisbury before being assigned to his present station in Statesville. He is a certified breath test operator and also certified in the operation of Vascar. He is very active in civic and community affairs and is presently an office holder in the Statesville heart and cancer societies.

Trooper Holcomb is married to the former Jo Ann Saylor of Elkin and they have one son, Marvin Kent, II; and a daughter, Kendra Ann. They are members of the Forest Park Presbyterian Church where he is a deacon.

Trooper Holcomb is being promoted to Line Sergeant and assigned to Hickory as Traffic Safety Information Officer of Troop "F".



TROOPER W. C. (BILL) STILES, a native of Brevard has been a member of the patrol for 11 years. He was stationed in Morganton for one year upon completion of the basic patrol school, and then transferred to his present duty station in Asheville. Trooper Stiles has completed training courses in police instructor's, chemical tests for alcohol and Vascar. Trooper Stiles is a Master Mason and very active in civic, community and church affairs. He was very instrumental in originating the Teenage Safety Rodeo and recently attended the National Rodeo in Chicago, Illinois.

Trooper Stiles is married to the former Betty Sitton and they have two children: Debra Kay and William Derek. They are members of the Arden Baptist Church.

Trooper Stiles is being promoted to Line Sergeant and will assume the duties and responsibilities of Traffic Safety Information Officer of Troop "G" in Asheville.



TROOPER ROBERT M. WALSH, a native of Asheville joined the patrol in 1966. He has been stationed in Wadesboro since completing the patrol's basic training school. He is very active in civic, community and church affairs and was the recipient of "Anson County's Outstanding Young Man of the Year Award" in 1972.

He is married to the former Nina Jean Cook of Asheville and they have two children: Cynthia and Brian. They are members of the Mount Buleah Baptist Church in Wadesboro, where Trooper Walsh, an accomplished vocalist, is active in the choir and sings at weddings and other functions of the church.

Trooper Walsh is being promoted to Line Sergeant and assigned to Monroe as Traffic Safety Information Officer of Troop "H".

AN EXPERIMENT IN TRAFFIC SPEED CONTROL

By Frank Roediger

On Rt. 55, about half-way between Apex and Durham, a new and curious traffic sign has recently been erected.

The sign, developed by Troxler Electronic Laboratories, Inc., is being evaluated by the University of North Carolina Highway Safety Research Center (HSRC) for the Governor's Highway Safety Program.

Previous studies have indicated that if most vehicles travel at approximately the same speed, fewer accidents are likely to occur. The purpose of this project is to help determine whether a visual speed indicator, such as this sign, can help all drivers maintain approximately the same speed.

As a speeding car approaches, the sign flashes a warning — "Slow down. Your speed is 67."

As a group of cars, all traveling close to the speed limit, approach, the sign lights up again, notifying each driver,

"Your speed is 54.

"Your speed is 53.

"Your speed is 51."

Two months ago, HSRC, working with the Traffic Engineering Department of the North Carolina Department of Transportation, had three speed detection devices embedded in the northbound lane of Rt. 55. An interval of approximately two miles separates each of the sites.

Preliminary data were taken at the three locations. This procedure helped HSRC determine the speeds of vehicles in the test area before the sign began to notify drivers of their speed.

Recently, HSRC erected the visual speed indicator sign at the central speed detection sign. Data is still being collected at all three locations.

Data from each site is needed to establish the pattern of vehicle speeds throughout the test area while the sign is in operation. By comparing the data that are now being collected at each site with the data that were collected earlier, HSRC will be able to determine whether the sign is having any effect on the speeds of drivers.

Later this year, the sign will be taken down. Data will then be collected in the test area for another two months. The additional data will help HSRC determine whether this experimental method of speed control has any lasting effect.

MASS TRANSIT COMES TO NORTH CAROLINA



David Robinson

In April, 1974, a new function came into being in the Department of Transportation with the hiring of David C. Robinson as the Director of Mass Transit in the Office of the Assistant Secretary for Planning. The purpose behind this action was to bring the Department of Transportation into the field of mass transit by developing a program that would offer assistance to local communities in obtaining Federal grants for improving mass transit services.

At this point it is important to explain what "mass transit" means to the people of North Carolina. One way to do this is to first describe what it is **not**, at least in the immediate future (that is, the next ten years). It is **not** commuter rail service for the larger cities in the State. In fact, it is not any kind of advanced system that mass transit engineers are wont to dream up that costs more money than you or I have ever seen in our lives. It is, quite simply, the bus. What is different is the kind of bus, the innovative way in which it will be used, the areas in which it will run, and the people that it will serve.

With approximately 55 percent of North Carolina's population considered rural, the Mass Transit Division realizes that it must have an assistance program that addresses both rural and urban mass transit problems. Unfortunately at the present time, Federal funds for mass transit (the only funds that North Carolinians have access to) are almost exclusively devoted to urban areas, and urban areas with a population of greater than 20,000. When you consider that only 20 incorporated cities in the State have more than 20,000 population, it is easy to see why more extensive legislation at the State and Federal level providing funds for small urban and rural areas would be welcomed.

The program of the Mass Transit Division may be broken down into two categories: Local Assistance, and Mass Transit Development.

Local Assistance provides help to local, regional, and State agencies, authorities, and organizations in planning and operating mass transit services. For instance, City A or Rural Area B feels that it has a need for public transportation and knows that there might be Federal funds available (or State funds, if appropriated by the State Legislature), but is not sure how to obtain these funds. A representative of the area telephones or writes the Mass Transit Division and explains the situation. A representative of the Division arranges to meet with a committee of representatives from City A or Rural Area B and makes a

presentation of alternative strategies. The committee then makes a recommendation to the citizens and appropriate decisions are made at the local level.

One course of action would be for City A or Rural Area B to undertake a mass transit technical study to identify the transit needs of the population (greatly helped by the population itself) and propose a transit service to meet these needs. Then an application would be prepared and sent to the State and/or Federal Government requesting funds to help pay for the buses necessary to provide the service. Finally the service would be instigated and the population, having assisted in the planning of the service, would begin to take advantage of the benefits. It should be emphasized that throughout the process the Mass Transit Division would assist City A or Rural Area B by providing technical expertise, enabling the appropriate local decisions to be made with confidence.

The Mass Transit Division is currently assisting rural areas as diverse as the counties around Asheville (in the west) and the Albemarle Sound (in the east) in obtaining Federal funds for rural mass transit demonstration projects. This is not just intended to be a social service program; however, transportation for social services will be an important component of the project.

Several of North Carolina's larger cities had obtained Federal funds for making transit studies and for buying buses before the Mass Transit Division was created. It is these cities and others over 20,000 population that we seek to help. Cities such as Greenville and Salisbury have already asked for technical assistance.

The other category of the Division's program is Mass Transit Development. The activities to be performed would be planning (in the sense of pinpointing mass transit needs, and developing a program of priorities), the development of guidelines for local areas wanting State assistance, and improving the operation of existing transit services.

There is a current project to assist cities and their transit companies in developing a low-cost advertising program that will make route and schedule information more readily available to the population. During last winter's "energy crisis", it is estimated that considerable numbers of persons would have switched to riding a bus if only they could have found out when and where the buses run. A good marketing effort can improve the image of a bus service and increase its ridership, something that benefits the entire population, including non-riders.

What is the future of mass transit in North Carolina? One thing that you can be sure of is that you are going to hear more about it, with or without energy crises, as the Mass Transit Division gets more involved in projects at the local level. In the next twelve months there will be more mass transit activity in urban and rural areas of the State than has ever been witnessed before. Local areas are finally realizing that their transportation needs can be met more effectively only if the two major modes, highways and mass transit, are both present and complement each other.

Newsmakers



William F. Caddell, Jr.

William F. Caddell, Jr. is the 1974 recipient of the Outstanding Engineer Award presented at the Fall Festival of the Raleigh Engineers Club held on October 25, 1974, at the Holiday Inn Downtown. He was honored in recognition of his outstanding service to the engineering profession.

On July 1, 1974, Department of Transportation Secretary Troy A. Doby appointed Caddell Assistant Secretary for Planning. Prior to this position, Caddell had been employed in the Division of Highways for over 17 years. He is a Civil Engineering graduate of North Carolina State University and a native of Aberdeen, North Carolina.

A member of the North Carolina Board of Transportation has been named to the post of Commissioner of Motor Vehicles, North Carolina Department of Transportation and Highway Safety.

Transportation Secretary Troy A. Doby said, "We are pleased to announce the appointment of Jacob Franklin 'Jake' Alexander, 50, of Salisbury to the post of Commissioner of Motor Vehicles. Mr. Alexander has been granted a leave of absence from his business to take on the challenge of heading one of our largest divisions."

The new commissioner was sworn into office November 1 when the resignation of Commissioner Boyd Miller becomes effective. Miller announced his resignation because of "health problems."

Mr. Alexander, an official of the North Carolina Finishing Company, a division of Fieldcrest Mills, said of his appointment, "I feel very strongly that businessmen in government is a good thing. With my 26 years in business plus my involvement with the North Carolina Board of Transportation and the State Highway Commission, I feel I can give some stability to the operation of the Department of Motor Vehicles and I look forward to the challenge that will be there."

Mr. Alexander was named to the North Carolina Highway Commission by Governor James Holshouser in January, 1973, then to the Board of Transportation in July, 1973. The new commissioner is married to the former Doris Turner of Salisbury, and they have four children. He is a member of the Methodist Church.

POWELL BILL ALLOCATIONS

A new total in Powell Bill Funds were sent to North Carolina cities and towns in September.

The amount distributed this year was \$29.6 million, Secretary of Transportation Troy A. Doby announced. Department of Transportation officials indicated that the total amount could have been greatly increased but for reduced gasoline revenues due to the gasoline shortage this year.

State law provides that one cent of the state's nine cents per gallon gasoline tax be distributed to state municipalities on a basis of population and street mileage within their boundaries which is not a part of the state system, and which they must build and maintain.

Charlotte, the state's largest city, received the largest single check, one for \$3,354,682 and the amounts scaled downward to Love Valley, which received only \$1,171.

Other large disbursements went to Greensboro, \$1,821,966; Winston-Salem, \$1,611,554; Raleigh, \$1,607,329; and Durham, \$1,133,326.



These trucks are part of a three million dollar shipment of new vehicles which recently arrived at the Equipment Depot in Raleigh. The trucks come as a cab-chassis unit only. The Equipment Depot personnel then install the appropriate body on the truck . . . such as a dump truck body or pickup truck body. Lloyd Young, Equipment Depot superintendant, says that by having his personnel install the truck body rather than order it already installed by the factory a savings of about \$250 per truck is realized. Young estimated the total amount saved to be approximately \$125,000 on this recent shipment alone.

GOVERNOR'S LICENSE TEST A SURPRISE TO DMV

A flurry of excitement rippled the lethargy in the drivers' license division on October 7 when Governor Holshouser came out to renew his drivers' license.

The Governor commented that he'd only driven 1,000 miles in the last year. He was also one of the lucky few who didn't have to take the written test — HE'D HAD NO DRIVING VIOLATIONS!



James Bass gives the eye test . . .



Bass prepares the driver's license.



Jean Tharrington takes the Governor's photo . . . then



The old saw "safety is as safety does," seems to hold here as Cheryl Wooten and Betty Woodward suited up in safety caps while their office ceiling was being repaired recently. The safety cap measure fits in with the policies of Jim Shaw's Safety Division to ensure on-the-job safe procedures both in the office and in the field.



THE TAR HEEL TRAVELER

By Ann Greer

Burnsville is a small town in western North Carolina whose inhabitants number on the short side of 2,000. It sits at the foot of Mount Mitchell, the highest peak east of the Rockies.

But to think Mount Mitchell is Burnsville's only claim to fame is a mistake. If you investigate, you'll find fine theatre, a Southern style place for bed and board, and country stores whose inventories are beyond belief.

The Nu-Wray Inn is located just across the street from the village green, where a statue stands of Otway Burns, hero of the War of 1812. It is for him that this seat of Yancey County is named.

The Inn has been there a long time, offering food and rest to travelers during stagecoach days. The original eight-bedroom inn was built in 1833, and is still part of the present structure. The Nu-Wray has been owned by the same family for the past 100 years. It has a long front porch with plenty of rocking chairs, and upstairs and downstairs parlors furnished with antiques.

The meals are Southern style. Manager Rush Wray rings the dinner bell for everyone to gather at long tables, newcomers are introduced, and such a variety of food is passed around that you can't keep track of everything. Breakfast, for instance, consists of eggs, grits, warm applesauce, country ham, and homemade biscuits with honey and jelly.

Things have changed at the Nu-Wray in three generations. Rooms have been added, and country hams are no longer cured in the smokehouse. But the hospitality remains.

The Yancey County Country Store faces the Nu-Wray

on the other side of the green. It is owned by Captain and Mrs. George Downing, a former Coast Guard people who decided to give mountain living a try.

"We started out with two rooms and ended up with this monstrosity," said Mrs. Downing.

The store does have abundant merchandise. There is a room of books on North Carolina and one with homemade jellies and pure peanut butter made while you wait. An upstairs room contains antiques, and ironware made by Daniel Boone VI, who was a resident of Burnsville until his death.

The Parkway Playhouse, administered by the University of North Carolina at Greensboro, is now in its 28th season. Yancey County school facilities are used during July and August to present six plays in seven weeks. A varied repertoire is presented to give students experience in all kinds of theatre. Students from all over the country make up the cast and crew. They may earn up to seven hours' credit.

If you want to take a more active role in the arts, there are several possibilities. Each summer "Painting in the Mountains" offers instruction and mountain vistas for those who want to sharpen their artistic talents. "Music in the Mountains" provides summer study and a concert series.

The first weekend in August there is extra activity on the town square. Canvas pavilions are set up, and craftsmen from New Jersey to Florida gather for the Mount Mitchell Crafts Fair.

"This thing is more than just a weekend of selling handcrafted goods," said James Byrd, coordinator of the project for the Burnsville Chamber of Commerce. "Local people come to visit with friends they haven't seen all year. Last year we had a log-sawing contest and apple butter making on the square."

Lacy Johnson's general store is a step back in time in many respects, with its pot-bellied stove and homemade sausage. But it has never stopped serving the needs of the Burnsville community in the 30 years Johnson has owned it.

Johnson's is a true general store. It has everything — clothes, groceries, meat market, harnesses, horseshoes, axes — the list could go on forever. The number of shoes in stock is amazing. Estimates are from 12,500 to 14,000.

"We don't get many calls for horseshoes anymore," said Mr. Johnson. "Now people want tractors. They'd do a lot better with a horse or mule if they have just a few acres. People don't want to do manual labor nowadays."

Mr. Johnson also has a large supply of grains in sacks that birds love to open for a feast. They make nests in the shoes, which are kept in a large open room along with the grain.

"I guess I could put a screen door up, but it's too much trouble when trucks come in to get feed or straw," Mr. Johnson said. "So I just let the birds have it."

Burnsville is off the beaten path for many travelers. But it's a real treat for those who find their way there.

SCHOOL BUS ACCIDENTS AND DRIVER AGE

By Frank Roediger

A study by the Highway Safety Research Center suggests that, "It may be worthwhile to experiment with licensing school bus drivers at the age of 17 rather than age 16, provided they have had a full year of driving experience at that time."

The Center came to the conclusion after conducting an investigation of both school bus driver performance and school bus accidents for the 1971-1972 academic year.

To conduct the study, data on school bus accidents were obtained from the Division of Motor Vehicles. Detailed information on bus mileage and driver age was collected from the Division of Transportation of the State Department of Public Instruction. These data provided the basis for determining fleet mileage by age of driver. Comparing mileage information with accident data enabled researchers to calculate accident rates.

The study found that 16-year-old bus drivers experienced a higher accident rate than any other group. This age group also had the highest proportion of single vehicle accidents and the highest proportion of violations.

The 17 to 19-year-olds had a lower accident rate on a per mileage basis than both the 16-year-olds and 20 to 24-year-olds. The accident rate for 17 to 19-year-olds compares favorable with that of older drivers age 25 through 54.

"The marked differences between the rates for the 16-year-old driver and 17-year-old driver," says Judy McMichael, author of the study, "suggests that a change in licensing practices may be beneficial."

She cautions, however, that such a change "should not be expected to result in as favorable accident rates as those experiences by the current 17-year-old drivers. This is because many of these drivers have had not just a year's driving experience but a successful year's experience driving a school bus."

Worth McDonald, Director of the Traffic Safety Education Section of the Division of Motor Vehicles points out that subsequent to the 1971-72 school year studied in this report, legislation was passed extending the limited driver's permit to 15-year-olds. Previously the earliest such a permit could be obtained was age 15½. The age for licensing remains at age 16.

"The extension of this permit for an additional six months," says Mr. McDonald, "provides beginning drivers with the opportunity for additional practice before becoming eligible for licensing. If young people are actually

taking advantage of this option by securing the permit earlier and gaining driving practice during this period, one should expect to have more experienced 16-year-old applicants for school bus certification.

"Such applicants should do better if the experience in an automobile transfers to the operation of a bus. It may be that 16-year-old school bus drivers could be selected from those applicants who have used this new permit option and have had driving experience since the age of 15."

The study found that younger and older school bus drivers did not differ significantly overall in the type of accident. Sixteen-year-olds, however, tended to have a higher proportion of single vehicle collisions than other age groups. Among all ages, the severity of the accident did not differ significantly.

Mechanical failures played a part in only 2.5 percent of all accidents, with defective brakes accounting for most of these failures.

Driving a school bus is popular among young people in the State. Of the 10,500 school bus drivers in North Carolina during the 1971-72 school year, 87 percent were under 21 years old. Seventeen-year-olds constituted the largest group, with 3,987 drivers. Twenty-year-olds were the smallest group, with only 90 drivers. The third largest group were the 16-year-olds, with 1,483 drivers.

These young people accounted for a large percentage of the 1,971 school bus accidents in the State during the study period. While this figure may appear high, it does not reflect the severity of the accidents. Indeed, a majority of these accidents could be classified as "fender-benders." North Carolina requires reporting of all school bus crashes, no matter how slight the damage.

The State also requires that school bus drivers be certified by the Department of Motor Vehicles. To receive this certification one must be selected by his high school principal and complete a training course consisting of two days of classroom instruction and two days or more of behind-the-wheel instruction, depending on previous bus driving experience. In addition, the applicant must have a good driving record and be physically fit to drive a school bus.

A bus driver can lose his certification if he is convicted of any of the following, whether they occur while he is driving a bus or otherwise:

1. any conviction that would bring about suspension or revocation of driving privileges.
2. passing a stopped school bus.
3. two moving violations in a 12 month period.
4. hit and run, involving property damage.
5. speeding in excess of 15 mph above the posted limit.
6. any moving violation in connection with an accident.

In addition, a driver can lose his certification while driving a school bus, if he is convicted of failure to stop at a railroad crossing, speeding, or failure to stop at a stop sign.



Artist's conception of a controlled environment exhibit. The animals are separated from visitors by unbreakable panes of glass suspended between the tree trunks. The exhibit itself with its rocks and plants extends beyond the glass onto the public floor. (Sketch by Alvis O. George)

THE STATE ZOO

By Marcia Constantino
N. C. Zoological Park Council



The North Carolina Zoological Park is off and running, galloping, charging, slithering, flapping, lumbering!

Over 80 mammals, birds, and reptiles representing nearly 40 species are already in residence at the State Zoo under development near Asheboro.

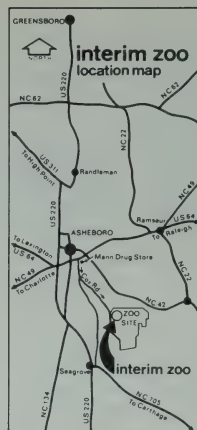
The 1,371-acre rural Randolph County site and its growing collection of exotic creatures have captured the attention of Tar Heels everywhere.

THE INTERIM ZOO . . .

Only 30 acres, known as the Interim Zoo, have been developed thus far. The Interim Zoo is functioning as a temporary holding area for animals until permanent structures are built.

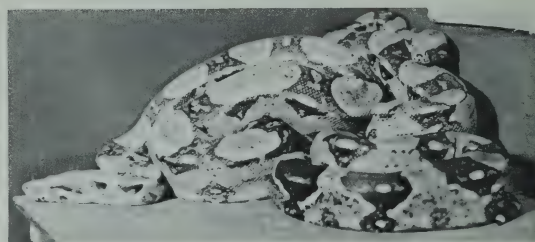
According to William Hoff, Zoo Director, "Exotic animals are becoming very difficult to obtain, with federal restrictions and bans against exporting animals from certain foreign countries. We feel we must accept animals when the opportunity arises in order to have a collection by the time the permanent facility opens within the next two years."

The Interim Zoo attracted 10,000 visitors a week this past summer, 7,000 on weekends. Although a far cry from "the real thing", the Interim Zoo with its small array of animals is providing the public with a glimpse of the future zoo and arousing its curiosity. The highlight of the summer



VISITOR HOURS
9:00 a.m. – 5:00 p.m. weekdays
10:00 a.m. – 6:00 p.m. weekends
and holidays

Sputnik and Mercury, a pair of boa constrictors, live together amiably in the Animal Building.
(Photo by Sarah Dawson)



Skylark, the Zoo's newest arrival, was purchased by funds raised by Wake County zoo supporters. The young male reticulated giraffe resides in one of the outdoor paddocks. (San Antonio Zoo photo)

was the first animal birth — a slow loris, a type of primitive monkey native to Asia. The Interim facility is made up of two buildings, nine outdoor paddocks, and a tortoise yard.

The Orientation Building contains a 12' x 14' master plan model of the projected zoo plus architectural drawings and sketches. Also in this building is The Leopard Spot gift shop operated by the North Carolina Zoological Society, Inc., a non-profit organization formed to raise funds for the zoo. The shop specializes in items with an animal motif.

The Animal Building contains, with the exception of Ramar, the lowland gorilla, many small animals. Most, like the owls, boa constrictors, and small monkeys, are kept in glass-fronted compartments. Ramar, a pair of tree kangaroos, and a gibbon named Dippy have larger quarters in the building. Four outside exhibit area attached to the Animal Building feature a pair of caracal cats, timber wolves, and two striped hyenas.

The outdoor paddocks, divided into nine two-acre fenced areas, allow plenty of running room for the Zoo's four ostriches, zebra stallion, female black rhinoceros, male gnu, llamas, white-tailed deer, sarus cranes, and the newest arrival, a baby giraffe named Skylark. Skylark was purchased with funds raised by Zoo Society campaigners in Wake County. A Raleigh citizen who had entered the WPTF Radio's "Name the Giraffe Contest" submitted the winning

name.

Tort and Retort, the giant Galapagos tortoises, the first arrivals at the Zoo over a year ago, have their own yard and heated shelter. Nearby is a small picturesque pond inhabited by a variety of waterfowl including mallards, Muscovy ducks, Toulouse geese, and white Chinese geese.

Visitors are encouraged to wander about the site, walking the nature trails, and hiking up 937-foot Purgatory Mountain. Picnic tables are available for those planning to bring lunch.

THE REAL ZOO . . .

When the first permanent exhibits are built during the next two years, North Carolinians will see the beginning of what will be the first total natural habitat zoo. Chief architects J. Hyatt Hammond Associates of Asheboro, working closely with Hoff and with landscape architects Lewis Clarke Associates of Raleigh, developed the master plan concept for the complete zoological park. The master plan reflects the projected development of the Zoo over the next 20-30 years.

The Zoo will be laid out in zoo-geographic regions, primarily by continent. The African section scheduled to be built first will contain two major exterior exhibits designated as Africa I and the African veldt. Zebras, rhinos, ostriches, antelopes, and several other compatible species will live together in Africa I. The exhibit itself will be 1,500 feet long and 100 feet deep for easier viewing. Many of the same animals will roam the veldt which will cover approximately 50 acres. Supervised drive-through tours will be conducted in a zoo-owned vehicle.

One indoor controlled environmental exhibit will contain small African animals requiring regulated temperature and humidity. In addition, a tiger area and a children's contact area are planned for this first development stage.

In keeping with the plan to re-create natural habitats, rock outcroppings, vegetation, and some water sources on the site will be incorporated into the exhibits whenever possible. Some artificial materials will be used sparingly to complete the look of authenticity when natural materials are in short supply.

Hoff points out that the North Carolina Zoological Park will be unique because it is being built with the animals in mind first, people second.

"Most zoos have been constructed to accommodate people, often to the discomfort of the animals," stated Hoff. "We plan to design our exhibits so that visitors will be a part of each natural environment. For example, in a controlled environment structure for delicate primates who must be separated from the public by glass, rocks, plantings, and tress will continue beyond the exhibit right onto the public floor. To create the small feeling with the outdoor exhibits of being a part of the environment, we plan to display animals with no visible barriers between them and the public. Additionally, each zoo-geographic region will contain native plants and flowers to further emphasize

the re-creation of whole environments."

WHY ZOOS . . .

One question frequently asked of zoo personnel is, "What purpose does a zoo serve other than entertaining a lot of people who either love animals or are just plain curious about them?"

Since it became apparent several decades ago that the world's wildlife population was diminishing at an alarming rate, zoos have risen to prominence in the field of conservation. Zoological parks around the world have been cooperating to preserve endangered species through breeding programs. Many zoos concentrate on propagating one or two particular species. San Diego, for example, has had remarkable successes in breeding cheetahs.

Education is another important function of zoos. Through special in-school programs, guided tours, and orientation lectures at the zoo, zoos are able to shed some light on our fascinating animal kingdom. "Almost without exception," commented Hoff, "Children would rather study about animals in school than any other subject. It certainly indicates that man's interest in animals begins at a tender age."

Research activity in zoos can prove to be valuable to man and animal alike. Besides learning ways to improve animal care and nutrition, researchers can concentrate on discovering the relationships of diseases common to both animal and man — hardening of the arteries and diabetes, for example.

IT ALL STARTED 10 YEARS AGO . . .

The idea for a state zoo was acted upon by the Raleigh Jaycees who raised \$18,000 from a professional football exhibition game to finance a zoo feasibility study. The Zoological Garden Study Commission was created by the General Assembly of 1967. The nine-member body, after touring three major U.S. zoos and conducting extensive research, found that not only was a zoo feasible for North Carolina but desirable as well.

The North Carolina Zoological Authority was legislatively established in 1969 with the responsibility of creating and maintaining a zoological park. The Authority staffed up and set to work. In the months that followed, a site was selected, a \$2 million bond referendum was passed by a majority of Tar Heel voters, a zoo director was hired, an architectural firm was contracted, and animals began to arrive.

On July 1, 1974, the State Zoo was transferred from the Department of Administration to the Department of Natural and Economic Resources as a result of State Government Reorganization. No longer the Zoological Authority, it is now the North Carolina Zoological Park Council. Except for the public relations office based in Raleigh, the Zoo staff is located on site at the Park.

Information requests should be addressed to Marcia Constantino, Public Relations Officer, N. C. Zoological Park Council, Department of Natural and Economic Resources, P. O. Box 27687, Raleigh, N.C. 27611.



3 E'S PAY OFF

The Department of Transportation and Highway Safety has pooled its engineering, education, and enforcement resources to resolve a tragic safety problem on I-40 above Old Fort which developed in 1973. Twelve persons died in accidents caused by brake failure on east bound trucks descending the steep grade.

Truck weight personnel weigh east bound trucks 24 hours per day and warn innocent truck drivers of the danger on the steep grade below. State troopers monitor traffic daily. Large warning signs are located at regular intervals to remind the forgetful driver.

A huge sandpile halfway down the mountain provides an escape for trucks with overheated brakes. The idea was borrowed from Virginia and Iowa. A similar escape is located on U.S. 421 east of Boone. An average of one truck driver per week plunges into the sand to escape almost certain death.

The first driver to use the sand pile left the road at 70-80 mph and almost went over the last of the three humps in the sand pile. He escaped death but was severely injured due in part to an unused seat belt. Following the incident the sand pile was improved and other drivers have been able to walk away without injury.







The Patrol car 55 mph Pacer program was filmed on Interstate 85.



The new mobile radar units enable a moving patrol car to get an accurate speed check on vehicles approaching the patrol car from all four sides.

Briefings were held across the state involving clergymen of all religious faiths and Highway Patrol officials in preparing for Traffic Safety Sabbath Weekend. The CBS film crew, pictured Col. E. W. Jones, Commander of the North Carolina Highway Patrol, addressing the group in Fayetteville.



CBS NEWS COVERS N. C. HIGHWAY SAFETY PROGRAMS

Several highway safety programs of the North Carolina State Highway Patrol recently received coverage on nationwide television. CBS television network correspondent, Tony Sargent, and a three-man film crew visited Fayetteville, Raleigh, and Greensboro in August to film the Patrol Programs. The newsfilm was used in a segment of a CBS Sunday Evening News program.

In Fayetteville, the CBS crew filmed an orientation meeting held to brief the area ministers on their role in the annual observance of Traffic Safety Sabbath Weekend. The clergymen were called upon for co-operation in promoting

a statewide day of worship in the campaign for highway safety.

In conjunction with the Safety Sabbath observance, the Office of Information Services at the Department of Motor Vehicles prepared and mailed approximately 12,500 traffic safety kits to religious leaders across the state. Charles Hensley, Director of Traffic Records for the Division of Motor Vehicles, stated that statistics taken for the seven-day period prior to the Safety Sabbath observance show that there were 25 fatalities and 2,071 accidents. For the seven-day period following the Safety Sabbath Weekend there were 21 fatalities and 1,968 accidents. A comparison of these figures indicate that there were four less fatalities and 103 less accidents for the seven-day period after Traffic Safety Sabbath than there were before the observance.

In Raleigh and Greensboro the CBS crew filmed the pace setter speed control program used last summer on North Carolina's interstate system. This exercise involved two Highway Patrol cars traveling side by side at 55 miles

per hour on one side of a four-lane Interstate 85. This exercise was to re-emphasize to motorists the importance of observing the 55 mph speed limit.

Also filmed were the new mobile radar units now in use by the State Highway Patrol. The units enable a moving patrol car to get an accurate speed check on vehicles approaching the patrol car from all four sides. These new timing devices are being used at 10-mile intervals on the Interstate system in North Carolina.

Department of Transportation Secretary Troy A. Doby was pleased with the CBS coverage and said, "It is most gratifying that some of our safety programs are of such interest that they merit coverage by a nationwide television network."

Colonel E. W. Jones, Commander of the Highway Patrol in North Carolina, felt that the CBS coverage refocused the minds of everyone on the importance of observing the 55-mph speed limit. A nationwide television audience saw how the North Carolina Highway Patrol was using innovative techniques to bring about a renewed awareness of the lower speed limit.

STATEWIDE BICYCLE AND BIKEWAYS CONFERENCE

A statewide Bicycle and Bikeways Conference was held in the Auditorium of the Highway Building in Raleigh on Monday, September 9. Sponsored by the Department of Transportation, the conference was attended by over 300 representatives of city, state, and federal governments, as well as by ordinary citizens interested in the bicycle movement. It was the first such conference to be conducted by the Department of Transportation.

Secretary Troy A. Doby introduced keynote speaker Senator Hamilton C. Horton, Jr. In his address, Senator Horton described the current bicycle boom as not just a fad, but a cult. "The use of the bicycle represents a resentment of the cushioned life. We feel we have to prove that we can still tough it." Horton went on to describe the bicycle as an efficient means of short-distance transportation. "It will get us where we want to go quickly with little effort. And besides that — it's just plain fun!"

Horton described the bicycle as a drastically different mode of transportation demanding attention. "The problems caused by its use of the same roadway are similar

to those caused when automobiles first shared the roads with horses." Senator Horton described several problems confronting bicyclists and bicycle planner in North Carolina.

The first problem is one of safety education. There are more adult bicyclists riding greater distances in heavier traffic and a public school education program won't do any good. Another problem is that most bikeways are planned by traffic engineers who have never ridden a bicycle over the terrain. Horton advised that in planning bikeways, bicycle paths, and bike lanes, cities should consult with cyclists for help.

The Bicycle Conference approached all aspects of total bicycle programming. Bicycle needs as well as project funding were discussed. Featured speakers, in addition to Senator Horton, were Assistant Attorney General Eugene Smith who spoke on Legal Authority; James Berryhill from the Bureau of Outdoor Recreation of the U. S. Department of the Interior, who spoke on federal/state participation in bicycle programming, and Bob Cleckner from the Bicycle Institute of America, who spoke on Safety Programming and Bicycle Registration.

According to a survey conducted by the Bicycle Institute of America, there are approximately 1,170,000 bicyclists in North Carolina. Curtis Yates, State Bicycle Co-ordinator with the Department of Transportation is charged with the responsibility of emphasizing these 1 million plus bicycles as a vital part of multimodal transportation in North Carolina. In summing up the results of the Bicycle Conference, Curtis said, "the bicycle is free, simple, universal fun, and we intend to keep it that way."

WHAT HAPPENED TO HAROLD?

By Jim Winterburn
Governor's Highway Safety Program

Harold didn't make it home tonight for dinner. His wife, Ann, and the two kids waited for him until after seven thirty before they started to eat. While they were at the table the doorbell rang.

Harold, one of the nation's seventeen million "high volume" social drinkers, won't be coming home to his family anymore. The policeman that came to the house to tell Ann of her husband's fatal automobile accident, in which the couple in the other car were seriously injured, tried to break the news as easily as he could. It really wasn't too easy.

Some people would think this was a tragic end, and it was. It's also a tragic beginning for Ann.

A housewife for fourteen years, with two children, ages ten and twelve, Ann is now faced with the problem of going out to compete in a working world she is not prepared for. When she woke up this morning, life was comparatively simple as a wife and mother. When she wakes up tomorrow she will have to be a substitute father, breadwinner, football coach, counselor, and too many other new things to mention.

Harold didn't think about this when he stopped off at the club for a few drinks with the guys on his way home. He stayed later, and drank more, than he should have. This wasn't unusual for him; he had been doing it for quite a while.

He had made the excuse to himself that this was a good way to unwind, to relax a little, after the day's pressures at the office. Any excuse was good for Harold.

When he left the club that evening, he finally realized it was later than he had thought. What he didn't realize was the ten ounces of liquor he had consumed in the last hour and a half had brought his blood alcohol level up to approximately 0.23. It is unlawful to operate any vehicle in the state when the percent of alcohol in the blood is at the 0.10 level or above.

It will never be known if he even saw the stop sign he ran on the way home, although witnesses at the scene said the car never slowed down.

This is not an isolated case. Some experts say these particular social drinkers are involved annually in about eight thousand traffic deaths. (Highway Users Federation for Safety and Mobility.)

Even though Harold is gone now, he is still remembered by more people than his immediate family. Particularly the couple in the other car that were seriously injured in the same accident.

ANNUALLY, MORE THAN 2,000 NORTH CAROLINIANS ARE PERMANENTLY DISABLED BY

AUTOMOBILE ACCIDENTS. The total medical and societal costs for these 2,000 persons is conservatively estimated at \$20 million.

Presently, more than 40,000 permanently disabled victims of automobile accidents are still living in North Carolina. The total estimated cost of their disabilities over a lifetime is conservatively estimated at \$400 million (medical, disability payments, etc.).

These figures provided by Dr. B. J. Campbell, Director, Highway Safety Research in Chapel Hill.

Problem drinkers account for approximately one-half million automobile injuries each year.

ONLY PEOPLE CAN SOLVE THIS PROBLEM.

NC PORTS: A SAFE PLACE TO WORK

North Carolina may well have the safest ports in the United States according to Rae S. Watts, Executive Director of the North Carolina State Ports Authority.

For the second year in a row, the authority has earned one of the nation's top safety awards. The President of the National Safety Council, Vincent L. Tofany, said, "The Award of Merit, second highest national award for outstanding safety performance was presented to the authority because of its low injury rates in 1973." A search of this year's list of award winners revealed that the North Carolina State Ports Authority is probably the only port authority in the United States to win such high honors for port safety. Awards are presented only when an established record satisfies rigid requirements set forth by the Council.

The award has even more significance when it is realized that a marine terminal involves hazardous employment under conditions involving the movement of trucks, rail cars, fork lifts, and other heavy equipment and cargo. It is estimated that only about 11 of 1000 work places of any kind would qualify for the meritorious safety achievement.

Watts said the excellent safety record did not come about overnight. At the end of 1969 the authority formalized its safety program and hired Safety Engineer Vincent Couron to administer an organized safety program including regular inspections and training programs aimed at reducing accidents. Since then accident frequency rates at the terminals have dropped 69 percent. Watts said, "Our safety program not only helps to avoid human suffering but in the long run, works to keep North Carolina State Ports competitive through lower handling charges to shippers.

In separate ceremonies, award plaques were presented to the safety committees at Wilmington and Morehead City deep sea terminals. As a momentum of the safety award, a change purse was given to all employees in appreciation of their continuous efforts toward making the authority a safer place to work.

WHAT'S HAPPENING

A Statewide News Column for and about DOT employees

ADP

Jimmie Sutton has a new daughter. It's a new son for M.F. Zimmerman and the Walter Hefners.

Sympathy is extended to Billie Culberson upon the loss of her father.

JoAnn Steelman is a new face in the Key punch Section.

EQUIPMENT DEPOT

All of us here at the Equipment Depot hope all our fellow employees had a very happy summer, and that many blessings will be yours for the Fall Season.

We take pleasure in joining Roger and Bobbie Fish in announcing the birth of their son, Mark Wilton, on April 9. Roger is an Engineering Tech and Bobbie is a Typist at the Depot.

Welcome to new employees: Marilyn Bouge, Carol Ann Haugen, Russel Glenn Lee, Willie Jacobs, Lonnie Baldwin, William Banks, James Lawrence Collins, Java Williams, Charles Harper, Donald Lyons, and Donald Willoughby.

EQUIPMENT UNIT

The Equipment Unit welcomes new employee, Barbara S. Threatt. Barbara began work on August 13 as a Stenographer II.

LOCATION



Lynn O. Purnell has accepted a research fellowship to attend graduate school in transportation and Urban Engineering at Purdue University, West Lafayette, Indiana. He graduated Magna Cum Laude from N. C. State University with a BS degree in Civil

Engineering and is a member of Tau Beta Pi and Chi Epsilon National Honor Engineering Societies.

He is the son of Mr. and Mrs. R. O. Purnell, Monroe. His father is a Locating Engineer in the Location Unit of the Division of Highways.

LOCATION UNIT

Anne Ake said goodbye to the Location Unit on August 8, at which time she was presented a gift from friends and employees within the Highway Division. Anne and her husband, George, moved to Murfreesboro as a result of George's promotion and transfer to Ahoskie with the State Highway Patrol. We extend our congratulations to George and we wish both of them the very best as they make their home in Murfreesboro. Anne had worked in the Location Unit Map Section for over four years.

We welcome Patricia McCullers to the Location Unit. Pat, a Peace College graduate, transferred from the Equipment Unit and replaces Anne Ake in the Map Section.

We wish a long and happy married life to Janice Corey who became the bride of John Calvin Burnette on September 15 at Emmanuel Baptist Church in Greenville. Janice and John will make their home in the Raleigh area.

Everyone is anxiously awaiting the recovery and return of Carter Dodson who has been a patient at Wake Memorial Hospital and has been recuperating at home. Hurry back, Carter!

MATERIALS AND TESTS UNIT

Well here it is the Fall Season and time for us to review the happenings of the Materials and Tests "Family".

A retirement party was given to R. L. Patrick of our Soils Laboratory September 12th on his retirement after 36 years of service with the Department of Transportation, Division of Highways. Mr. Patrick was accompanied by his wife and several of his former co-workers in retirement returned to express their best wishes to him. Mr. F. F. Wagner, Head of the Materials and Tests, presented Mr. Patrick with a war bond, a gift from his friends at the

Lab. He was also presented a gift from his fellow workers of the Soils Lab.

We welcome new employees: Lemon V. Gay, Multilith Operator; Mrs. Sarah E. (Libby) Franklin, Typist; and Tommy Huskey, Assistant in Radiographic Inspection. Glad to have you with us.

Congratulations to Mr. and Mrs. William Haynes on the birth of a baby girl, Cynthia Lynn. The proud mother is a typist in the office of the Unit Head.

We are happy to have Jerry Wilder and N. B. Lee back to work after illness and being hospitalized. We are also saddened that Arthur Mills, Inspector for the Chemical Lab, will be retiring due to a lengthy illness.

We were saddened by the news of the death of Mrs. Mary Ethel Wagner, wife of Frank T. Wagner, Head of the Materials and Tests Unit.

PHOTOGRAMMETRY

Stan Bader was married to Cynthia Louise Sanders on June 2.

Phil Joyner was married to Carol Rosemary Gyetvai on June 22.

We are Pleased to welcome Jerry Cockrell.

John D. McDonald was married to Lafata Lusk on July 5.

Joan Hill was married to Ernest Jernigan on May 6.

Welcome back, Gordon Deans.

PLANNING AND RESEARCH

Welcome back to Brenda Perry who has been on maternity leave.

Tommy Asbury was married in WRAL-TV Gardens the last of June. Mike Mahan married Karen Jennings on June 15, 1974, in the First Baptist Church in Elkin.

Welcome to new employees: Gilbert Brooks from the Bureau of National Affairs, Washington, D.C.; Charles Bruton, Biologist; Bill Brock, A Community Value Specialist; Larry Goodman; Sammy Abid; Robert Blackwood; Davianne Billmire; Darrell Hinsdale; Phil Harris; Linda Boling; James Whittaker; Larry McPherson; Jerry Dudeck; Bill Kinlaw; Stephen Walker; Eddie Nobling; Harold Aiken; Frank Vick; Mike Mahan, Whit Webb, III; Ron Elmore; Also two trainees, Noble Summersill and Linwood Stone.

Two of our employees moved from

Planning to Advanced Planning — Durwood Pegram and Maylon Cooke.

Sympathy is extended to Frank Davis who lost his mother.

J.M. Greenhills' daughter, Laura, married Chris Perry on August 3, in Northgate Chapel in Durham. Laura is a senior at UNC. Chris is employed by flint Kints in Greensboro.

Bill Riggs was promoted to Regional Coordinator. Tom Newman and Al Avant were promoted to Highway Engineers II.

Ormond Bliss and Charlie Adkins won trophies in golf.

Byron O'Quinn is proud papa of a son, John, Born August 13.

PURCHASING

Best wishes to Brenda Barker, Stenographer, who resigned to become a full-time home-maker and to take care of Amy, her four-year old daughter. We are glad to have Laura DuPree working with us who transferred from Right of Way to replace Brenda.

Best of luck to Martha P. Joyner, Stenographer, who left Purchasing to accept a position with the National Guard Unit here in Raleigh. We also welcome Diane Holleman who comes to replace Martha.

We wish the best of luck to Mary Babb in her new position with the Federal Government. Mary was Typist in our Order Writing Section, and we are glad to have Rochelle Watson working in her place.

Welcome back to Pat Gunter who has now returned to work in our Order Writing Section after being out sick for eight months.

ROADWAY DESIGN

W. A. Wilson, Jr., Don Morton, and Orval Riffe attended the Seventh Summer meeting of the Transportation Research Board in Jacksonville, Florida, August 5-7.

Roadway Design welcomes the following new employees: Gerald E. Smitherman, Henry D. Matheson, Tony D. Matthews, Alonzo B. Yancey, Philip R. Stephenson, Thomas Covington, Jr., William S. Dunn, George G. Harper, Paul F. Schnurr, Eugene Smith, and Gary Faulkner.

We want to welcome Nancy Baker who is Bill Garrett's secretary in the office of Highway Design.

Garry Lee and wife, Betty, have a new baby boy, James Garry, born July 12.

Congratulations to Patricia T. Johnson and Marvin Parris, who were married July 25, in Smithfield.

Best wishes to Richard Morrison Ives and Jessie Cameron Dixon who were wed on July 6, in Henderson.

Mr. Wilbur H. Barker, Plan Checking Engineer, retired July 31 after 30 years of service with the Roadway Design Unit, Division of Highways. He was honored at a



reception at the office on his last day of work. Mr. and Mrs. Barker are shown with a few of the many employees who attended. Much delicious home-cooked food was enjoyed by all. We wish him a happy retirement and say "thanks" for a job well done.

The wedding of Miss Sharon Ann Barden and David Henry Scheffel, Jr., took place on Sunday, August 11, in North Raleigh Chapel. The groom is employed in Roadway Design.



STRUCTURE DESIGN NEWS

Ed Hubert resigned to join the Department of Education in Tallahassee, Florida.

Trainees, Troy Peoples, Linwood Stone, and Schenck Cline, Jr., transferred to other departments.

James Robinson, Jr. returned to North Carolina State University.

Paul Lee and Henry Black transferred to Maintenance.

Tim Rountree, former trainee and graduate of NCSU, is now permanent. Allen Thompson, formerly of the co-op program, is now permanent. Also, Bill Ellington, a former trainee, is now permanent.

Welcome to trainees Joseph Nathaniel Springer, and James Dale Loehr. Also to Ralph Gordon, permanent employee and graduate of NCSU.

Sympathy is extended to Carl Zachny on the death of his father.

Congratulations to the Jeff Lees whose baby son, Paul Johatham, was born on May 31st.

Also to the Gary Alexanders who welcomed their new daughter, Jennifer

Dianne, June 30th.

The 1974 DOT Golf Season ended with the Bridge "D" team sitting on top. They won the team trophies in League "B" regular season play by finishing Number 1. They then won the overall DOT Championship between the top four teams in League "A" and League "B". Bridge "D" team consists of Ransom Bennett, Robert Gower, Ray Pittman, and John Wilson. In the individual tournament, Ransom Bennett tied for 1st place in the Championship Flight while Ray Pittman finished 2nd and Robert Gower tied for 3rd in the 3rd Flight. Quite a task, but a job well done by the four members of Bridge "D".

TRAFFIC ENGINEERING BRANCH

We welcome new employees: Dean Gustafson, Phillip Johnson, Barry Fredrick, and Brent McKinney.

Harry Hartofelis has recently resigned to return to school.

DIVISION ONE

We extend a most cordial welcome to the new Accountant in Division One, Mrs. Phyllis Taylor. She recently moved to Colerain, North Carolina from Orlando, Florida, where she had been employed by the accounting firm of Valentine and Hummel for four (4) years. She received her training at Marion Business College in Marion, Ohio. Mrs. Taylor is married and the mother of two children.

Best wishes are extended to the following for a most happy retirement: J. A. Bass, who retired June 1 after 7 years, 4 months of service; J. A. Perry, who retired June 1 after 5 years, 11 months of service; R. B. O'Neal, who retired July 1 after 45 years of service.

Ralph Landen, Mechanic II, who for years was Road Oil Mechanic and for the past year was working out of the Jackson Sub-Shop retired effective August 1.

Lofton B. Riddick, Machine Operator I, who worked out of the Maple Equipment Sub-Shop, retired effective September 1.

Congratulations go to R. E. Newton, Shop Foreman at Hertford Equipment, and his wife on the birth of their second grandchild born during the month of August.

Congratulations also are extended to Mr. and Mrs. E. V. Davenport, Jr., on the arrival of a baby girl, born August 29. Mr. Davenport is an Engineering Adie in District One.

The Hertford Equipment Shop employees and families enjoyed a cookout in the month of August held at the Equipment Shop. Guests were retirees: Pete Dail and wife; J. E. Rogerson and wife. A good time was had by all.

Mr. and Mrs. C. B. Mumford, Jr. and daughter, Judy, visited in Gettysburg,

Maryland, recently to attend the "Engelbert Humperdink Show" at the Music Fair. While there, Judy and Mr. and Mrs. Mumford were entertained by Mr. Humperdink at his suite in the Holiday Inn. Mr. Mumford is Maintenance Supervisor in Division One-District Two.

DIVISION TWO

On September 5, the Beaufort County Chapter of the N. C. Government Employees Association sponsored a barbecued chicken supper in Washington, N. C. There were 150 in attendance. Special guests were Floyd Bass, Bob Langley, Al Boyles, and Eugene Woodring. A good meal and a good time of fellowship were enjoyed by all present.

Some of the DOT personnel have been getting together in the Second Division this summer for a little friendly competition on the golf course. On August 29, 1974, they all converged to the Ayden Golf and Country Club to participate in the "Brantley Open".

The Callaway Handicap system was used, and after the round was over the scoring was as follows: J. D. Joyner came in with a 90 and Jack Fussell with a 77, both ended up with a net 71 and claim first and second place. Other DOT employees participating were: Bill Brantley, Bob Deanes, Charles Clark, Cliff McNeil, Joe Allen, Robert Merritt, Will Hoffer, Jr. John, Ronald Davenport, and Gerald Bunch.

We wish the best of luck to the following employees who retired recently: Woodrow Clark, M. O. IV, District #1, Maintenance, retired on disability, September 1; W. E. Jackson, M. O. I, District #1, Maintenance, retired on disability, August 1; L. W. Patterson, M. O. IV, District #2, Maintenance, Service Retirement, August 1; and J. A. Suggs, General Utility Man, District #3, Maintenance, Service Retirement, August 1.

Taking a special ride on Steam Engine 4501 from Greenville to Bailey were Ralph and Betty Paul and Scott and Frances Burns. Betty and Scott are in the Right of Way Branch.

Congratulations to John H. Banks who was promoted to Division Right of Way Agent effective July 15.

The welcome mat is out for Larry Peaden on his return to work from Military Leave.

Congratulations to Mr. and Mrs. Lee



Griffon on the birth of a daughter, April Denise, on July 4. April Denise is the granddaughter of R. L. Griffin who is employed as a Highway Inspector in Construction.



Joseph M. Hayes, SRA, was recently installed as President of the Eastern Carolina Chapter 190 of the Society of Real Estate Appraisers. The Society is the largest independent association of professional real estate appraisers and specialists in property valuation in North America. Chapter 190 serves eastern North Carolina from Raleigh to the sea.

Hayes is currently employed by the North Carolina Department of Transportation as a real estate appraiser. He has worked extensively in the eastern and western section of the State since his employment in February 1963 and has been stationed in Greenville, N. C., since August 1965. Prior to his employment with the State, he worked 10 years as an appraiser and forester for Farm Credit Administration in North Carolina, South Carolina, Georgia, and Florida.

The Greenville Appraisal Section announces a new addition to its staff, Terry Pollard of Greenville, who has joined us as a secretary. We welcome Terry and wish her pleasantries and longevity.

DIVISION FOUR

Get well wishes are extended to W. W. Manning, Wilbur Boysworth, Odis Brower, and James Williams, all of Edgecombe County; and to Jimmy Bohannon, of Halifax County.

Sincere condolences to the family of Manley Clark Jones, of Scotland Neck, who was fatally injured in an automobile accident. Manley worked as a General Utility Man assisting the Maintenance Yard Foreman in the Halifax County Maintenance Yard.

The employees in the Right of Way Branch attended the statewide Right of Way Meeting in Raleigh on August 20 for the purpose of discussing our program over the past year and the outlook for the future.

A new employee in the Right of Way Branch is Mrs. Sylvia P. Bartlett, Stenographer, who comes to us from Virginia. She and her husband have recently

moved to Pikeville, North Carolina.

The Right of Way Branch was happy to have John C. Colville, Division Right of Way Agent, back after a stay in the hospital.

DIVISION FIVE

We are glad to see Frank Galloway back from a trip to Arcola. Welcome back Frank.

P. M. Duke fell off a ladder and injured his back on vacation. He is the hospital and will be for a while. Hope he will be back to work real soon.

M. A. Morris, Maintenance Supervisor, Wake County, has been out sick for about two months. Hope he is doing better and returns to work soon.

Mr. Robert L. Gordon, Mechanic Foreman I, with the Equipment Department, retired September 1, 1974 on disability. The fifth division employees gave Robert a retirement dinner on July 26 at Oxford. Bobby Sloan presented him with a plaque and various gifts. We all hope that Robert will have a long and enjoyable retirement.

J. P. Brown, Assistant Division Engineer, retired July 31, 1974. He was honored at a dinner party at the Faculty Club in Raleigh August 30th.

Congratulations to W. C. Grimes on his promotion to District Engineer in Wake County.

Welcome to Stewart Sykes, Assistant District Engineer in the Wake County District Office. Sykes transferred from the Raleigh Maintenance Office in June.

Welcome to Mrs. Diane Bell, Clerk II, who transferred from the Department of Corrections.

We have certainly missed Macon Morris, Road Maintenance Supervisor, who has been out on extended sick leave since June. We hope that he will soon return.

We would like to welcome back S. Q. Wade after recovery from his long illness. Also, E. J. Barlow has recently been hospitalized, but has returned home for recuperation.

Welcome to the following employees who have joined Method Maintenance on a permanent basis: Andy Nelson, T. W. Garrison, A. D. Pearce, George Mack, J. E. Tarrant, and J. E. Jeans.

We would like to say farewell to Mrs. Ruth Curlee, who served the Division of Highways for more than 15 years. Mrs. Curlee was employed in 1957 in the Equipment Department, and transferred in 1960 to Maintenance. We will miss her greatly and wish her much happiness in her new career. Mrs. Curlee has been replaced by Rita Harp, who was formerly the Clerk II in the District Office.

DIVISION 7

Miss Fran Elizabeth Donathan and

Bobby Lee Patat (Engineering Aide in the Greensboro Resident's Office) were married July 27 in the Colfax Baptist Church.

Miss Elizabeth Gregory and James E. Slaughter, Jr. (H. E. I in the Reidsville Resident's Office) were married August 25 in Dillon, South Carolina.

Miss Toni Lynn Marshall and William



Watson Pringle, Jr. were married in Spartanburg, South Carolina, August 24. The groom's mother is Helen H. Pringle, Secretary in the District Office.

Sandy Wightman, Typist II in the District II Office, Greensboro, and her husband, David, formerly of Graham, are now residing at Hilton West Apartments. We welcome the Wightmans to Greensboro.

Donald Wayne Spence, from Hickory, has been assigned to the District II Office in Greensboro. He is a graduate of N. C. State University and is on the Career Development Program.

Larry C. Chilton, Division Accountant, recently transferred to our office from the Department of Corrections — Division of Prisons.

Darrell Walter returned to Appalachian State University after summer employment in the Division Office.

W. J. Brame, Greensboro Resident Engineer, is retiring October 1.

Robert Canada, H. E. I, retired August 1 and is enjoying a leisurely existence these days.

Reuben Hall Robertson, M. F. II in Rockingham County, retired on disability August 1. He had been employed approximately 27 years in the Maintenance Department.

James M. Morton, retired Maintenance Supervisor in Rockingham County, died in Liberty House Nursing Home in Madison on September 2.

Gether Ralph Campbell, retired M. F. II in Guilford County, died September 9.

Pencie Bridges, Clerk II, from Sanford has joined the Division Office staff. She replaces Dianne Holleman who transferred to the Purchasing Department in the Raleigh office.

DIVISION EIGHT

The welcome mat was truly out by Division Eight Highway Employees to President Gerald Ford, who was in Pinehurst

for the Dedication of the World Golf Hall of Fame, and a round of golf to start the World Open. He was introduced by Governor James Holshouser, and employees were indeed honored to have the Governor in the division, along with Lt. Gov. James Hunt.

Welcome to Mrs. Joyce Adams, from Coats, North Carolina, who is our new Accountant in the Division Office.

Ruth Buckner and Paul Johnson, Chatham County Maintenance, were married on August 31 in a lovely church wedding, attended by many friends and relatives. Ruth is Maintenance Yard Foreman in Chatham County and Paul is Maintenance Foreman IV. Paul will retire October 1 with 40 years of dedicated service to the Division of Highways. We wish Paul and Ruth much happiness!

Ronnie H. Buckner, Engineering Aide in the Siler City Construction Office, and Miss Nanette Fields were married on May 24. We extend our best wishes to them.

Mr. and Mrs. Robert Phillips are the proud parents of a boy, Gerald Travis. Robert works with the Construction Department in Siler City.

Everett S. Haywood, Maintenance Foreman II, Montgomery County, will retire October 1 with 37 years of loyal service to the Division of Highways. We wish him a most prosperous and happy retirement.

Peter Napoleon Simmons, Moore County Maintenance Department, retired September 1. Mr. Simmons has been a very faithful employee having worked with the Division of Highways for almost 18 years.

Mr. H. H. Jordan, Division Engineer, and Mr. Gregg Allen, DIVISION Personnel Officer, have recently made the following service awards to personnel in the Eighth Division.

Five Year Awards — Lorraine Allred, M. S. Sasser, R. D. Burch, D. M. Callicutt, R. E. Hussey, Donnie Ray Smith, Jesse Alfred Bolton, Roger Cates, Fred Mehfar, A. F. Norwood, John Wayne Rogerson, R. L. Thompson, Jerry Ray White.

Ten Year Awards — Jerry Dixon Nye, W. T. Campbell, A. O. Patterson, C. E. Parks, David M. Webb.

Fifteen Year Awards — C. A. Thompson, Homer Bass, Grady A. Williams.

Twenty Year Awards — Virginia Williamson, Charles G. Grooms, Grover Hart.

Twenty-Five Year Awards — Horace Ledbetter, Robert Zachery, Joe Allen Sneed, John W. Walker, James Curtis Presley.

Thirty Year Awards — David J. Hicks, C. R. Nance, J. R. Saunders.

Thirty-Five Year Awards — Everett S. Haywood.

Eddie T. Baker, Right of Way Agent in Aberdeen, retired October 1. He expects to relax at his home in Pinebluff and maybe get in a little fishing and golfing which he has not



had much time for these past years. He might even engage in a little real estate work, provided it doesn't take him away from his leisure time too much. Mr. Baker was honored on his retirement at a surprise party by the folks in the Right of Way Department at the home of Bill Dillon.

DIVISION NINE

We extend a welcome to Mr. Ranny Clubb, our new Division Accountant. Ranny was employed by Western Electric here in Winston-Salem before becoming a member of our staff.

* We welcome Mr. Robert John Nelson, Engineer-in-training, who will be working with Don L. Petrea, Staff Engineer, while he is with us.

The District II, Maintenance Department, welcomes the following new employees: J. J. Linville, Truck Driver, J. W. Tuttle, General Utility Man, R. R. Lugo, Machine Operator I, Mrs. V. Miller, General Utility Man, C. R. White, General Utility Man, and M. L. Goins, Truck Driver.

We wish the best of luck to the following employees who retired on disability from the Maintenance Department: E.H. Brown, Maintenance Foreman II, J. S. Hill, Machine Operator I.

The Arcadia Lions Club won honors in District 31-E — the honors being "Best All-Around Club" and five other high honors. District 31-E is composed of 60 Lions Clubs. The honors are certainly understandable since Mr. R. B. Rumfelt, Division Materials Inspector, is President, and Mr. John Horne of the Materials Department was Lion Tamer for the past year. Both men are located in the Winston-Salem Materials and Tests Department.

Road Oil personnel are saddened by the recent death of H. L. Carter, Machine Operator I.

Congratulations to the following new employees in the Road Oil Department who received promotions effective August 10, 1974: P. M. Joyce, Truck Driver to Machine Operator I, W. E. Mickel, Truck Driver (temporary) to Truck Driver (permanent), W. R. Steward, Machine Operator II to Machine Operator III, J. O. Vernon, Machine Operator I to Machine Operator II, I. C. Burchette, Truck Driver to Machine Operator I.

Congratulations to Mr. and Mrs. A. Brooke Crist on the birth of a son, Justin Brooke, on August 7, 1974. Brooke is a Right-of Way Agent in our Winston-Salem office.

Congratulations to Kay Inman, Stenographer in the Right of Way Department, who became Mrs. Earl W. Coleman, Jr., at the Calvary Baptist Church in Winston-Salem on August 3, 1974.



DIVISION TEN

Claude R. Ridenhour has been named Supervisor of the Road Oil Department. In his new position, he will be responsible for all non-contract asphalt resurfacing in Stanly, Anson, Cabarrus, Mecklenburg, and Union Counties.

Harold Ray "Pop" Poplin has been promoted to Stanly County Road Maintenance Supervisor. He will be responsible for road maintenance in Stanly County.

W. Lentz Mauldin has been named Area Foreman. He will be responsible for the maintenance of all primary and secondary roads in Stanly County south of Highway 27.

Mr. Timothy Rayvon Kimrey of Route 1, Albemarle, has been promoted to Machine Operator II. Mr. Kimrey began his career with the Department of Transportation in 1967 in the Maintenance Department while performing his duties as a Machine Operator I. In his new position, he will be operating a front end loader.

The Maintenance Department is very fortunate to have such fine men on their work forces.

We welcome Mrs. Sue McIntyre. Sue is the new accountant for this division.

J. M. Daniels, Engineer-in-Training in the Division Ten Office, recently resigned to move back to his home state of Georgia to go into private business. His former co-workers wish him well in his new venture.

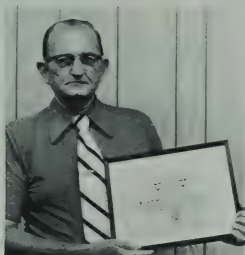
Mike Ferguson, Clerk IV in the Charlotte District Office, resigned recently to accept other employment. His co-workers wish him much success in his new job.

Division Ten District Two welcomes Nina Sperling. Nina is the New Maintenance Yard Foreman in Mecklenburg County.

E. W. Lipscomb, Maintenance Foreman II in District Two, passed away September 14. An employee with many years of service,

he will certainly be missed.

George Hanna of Route 3, Wadesboro, has retired as a foreman with the North Carolina Department of Transportation after 37 years of service. He holds a plaque recently presented to him on behalf of former



Secretary of Transportation Bruce A. Lentz in special ceremonies in Albemarle. Hanna joined the Highway Commission in 1937 when the late T. F. Royal of Wadesboro was District Engineer. In recent years his duties have been concentrated largely in northern Anson County.

DIVISION ELEVEN

Congratulations to Mr. George Swift, Machine Operator I in the Road Oil Department, on his retirement. Mr. Swift retired August 30, after 12 years service. Best wishes on a long and happy retirement.

Gregg Norris, son of E. P. Norris, Maintenance Supervisor in Watauga County, received the Most Loyal Sports Fan Award at the Athletic Banquet at Watauga High School on Thursday, May 23.

Sympathy is extended to Sylvia Money, Typist in the Dobson Construction Office, upon the death of her father.

Congratulations to David Wheeler on his promotion to Regional Personnel Officer. David will be working out of Asheville. Best of luck, David.

We are happy to have Dan Lowman join our staff as Personnel Officer and wish Dan the best of luck in this position.

Pictured is the last N. C. Variety Vacationland sign remaining in the State. J. W. Billings, Assistant Traffic Services Supervisor, and Bud Owens, General Utility Man, are shown cleaning and waxing the sign in an effort to preserve it as long as possible.



DIVISION TWELVE

Miss Cathy Ann Danner, Clerk II in the Statesville District Office, married Alfred Larry Johnson on October 5. Much happiness is wished for Cathy and Larry.



Lawrence W. Mason, 32, has joined Information Services and been assigned to North Carolina Ports Authority according to Bob Campbell, director of Information Services.

Campbell said that Mason will assist the Authority's Commerce Department in developing new trade for the deep sea terminals at Wilmington and Morehead City.

Before joining the North Carolina Ports Authority, Mason was public affairs officer for the Virginia Ports Authority in Norfolk, where he also served as managing editor of publications. Prior to that he was information officer for the Virginia Institute of Marine Science in Gloucester Point.

Mason is a native of Fayetteville, North Carolina, and graduated from the University of North Carolina, Chapel Hill, in 1964 with a Bachelor of Arts in Journalism.

HOW DID THEY GET KILLED?

By: N. C. Highway Patrol
Technical Sergeant A. W. Rector

For almost a half century the North Carolina Highway Patrol has established itself as one of the finest Traffic Law Enforcement organizations in the nation. Its achievements have been recognized and it has received national recognition on numerous occasions in Police Traffic Supervision. The Patrol is composed of the finest group of men in the land and the reputation established by this organization is attributed to the persistent and dedicated efforts of its men throughout the years.

Traffic Fatalities

The element of danger has always been great and several members of the Patrol have given their lives for the great state of North Carolina. Traffic accidents have claimed the lives of twenty-two members while on duty. The first traffic fatality was recorded on July 2, 1929, the day after the Patrol was activated. Patrolman George I. Thompson was killed while enroute to his assigned duty station on a motorcycle. Four more members: A. J. Hedgpath, Strong Boney, Buck Fidler, and Rip Arnold were killed in motorcycle accidents before 1937. No additional traffic fatalities involving Patrolmen were experienced until 1939. During that year, A. B. Smart and H. T. Timberlake were killed. It was 1948 before the next traffic victims were claimed. W. H. Hogan was forced into a bridge abutment while pursuing a liquor laden vehicle and P. W. Smith drowned after the hood of his Patrol car came open causing him to run off the road and overturn in a water filled ditch.

In 1949 R. W. Jackson was killed when his Patrol car left the road and struck a tree while pursuing a speeder. It was in December of that same year that C. B. Avent was struck and killed while conducting a light checking station near Rocky Mount.

The Patrol enjoyed ten years before another member fell victim to a fatal traffic accident. On December 8, 1959, H. T. Long, while making a routine check of a motorist on U. S. 301 near Dunn, was struck and killed by a drunken driver. The next fatality was David Searcy in 1960. He was using his Patrol vehicle to push another member's disabled vehicle when he was struck from the rear by a tractor-trailer. In 1962 H. A. Hight enroute to an accident, struck a flat-bed truck that turned left as he was overtaking and passing. During the next seven years, three members, L. E. Pace, C. H. Hoffman and P. J. Williams were killed in accidents while pursuing violators. Two more members, C. S. Perry and R. R. East were killed in pursuit accidents in 1972.

Leonard Meeks was the Patrol's last fatality in 1972. He was on a rain-slick highway enroute to assist a fellow officer who was in pursuit of a fleeing vehicle. His vehicle struck a tree and Patrolman Meeks was pronounced dead upon arrival at the hospital.

Although no witnesses to an accident occurring in January 1974 have been found, reliable information indicates that Patrolman W. J. Smith was in pursuit of a violator near Beaufort when his Patrol car ran off the paved portion of the highway and struck a bridge abutment. He was killed instantly.

The latest traffic fatality occurred on July 11, 1974. Patrolman Jack D. Templeton was pursuing a vehicle containing an out of state fugitive and three student nurses he had kidnapped in Danville, Virginia. As they approached a rural railroad crossing near Brown Summit the vehicle carrying the felon and kidnapped nurses barely cleared the crossing in front of a south bound train. Patrolman Templeton tried to stop his vehicle but to no avail. Patrolman Templeton collided with the train and was mortally injured. The fugitive was later captured and the nurses released unharmed.

Although these members of the Patrol lost their lives in traffic accidents, when the number of miles driven under adverse conditions are considered, the number killed has been minimal considering the perils and the good accomplished.

Deadly Assaults

Members of the Patrol are aware of the danger involved while in pursuit and driving under adverse conditions; however, this is not the only danger facing these men. Each time they stop a motorist the element of danger exists. Through the years numerous members have been assaulted and eleven have died from felonious assaults. The first victim was Patrolman George Penn. In 1937 Patrolman Penn pursued two escaped felons operating a stolen vehicle into a dead-end road near Asheville. He was fired upon repeatedly during pursuit and was killed while reloading his service revolver at a farm house.

During the latter part of the same year, Patrolman I. T. Moore stopped a vehicle for defective lights. He was not aware that the occupants had committed a robbery just prior to being stopped and were transporting stolen merchandise. As Patrolman Moore approached the vehicle he was shot twice in the chest with a .45 caliber automatic pistol. Before he died he was able to fire several shots fatally wounding one of the assailants. The other was

apprehended later.

It was ten years before another member of the Patrol was fatally assaulted. In 1947 Patrolman Tom Whatley was killed while assisting a local police officer serving a peace warrant. While he was knocking on the door, a high-powered rifle was fired from within the house. The bullet penetrated the door striking Patrolman Whatley just above the heart. He died one hour later.

Ten years later, on November 5, 1957, two members were slain by an escapee from a mental institution. Patrolman W. L. Reese was operating a speed-timing device and checked the speed of a late model Oldsmobile in excess of the posted limit. He gave pursuit and stopped the vehicle. Upon approaching it the driver shot him in the stomach and he died instantly. About one hour later, Patrolman J. T. Brown, aware of Reese's death, stopped a suspicious vehicle. As he approached it he too was shot in the stomach. He died about one hour later.

Patrol W. T. Herbin was the next victim in the Patrol. On August 31, 1964, he stopped a vehicle occupied by four males. As he questioned the driver, the driver ran into a corn field. Patrolman Herbin pursued and a struggle occurred between them and another occupant of the car who followed. Evidence showed that Patrolman Herbin was probably knocked unconscious and shot three times with his service revolver while lying on the ground.

About two weeks after Patrolman Herbin's death, Patrolman J. H. Marshburn was slain. He had just completed the basic training school and was undergoing on-the-road training. Patrolman Marshburn was driving, accompanied by his training officer, when they observed a burned and abandoned vehicle. A short distance away they stopped to question two pedestrians, later identified as escaped convicts, who recognized them as officers and circled the Patrol vehicle. The training officer saw that one had a pistol and warned Trooper Marshburn. Gunfire was exchanged and although Trooper Marshburn was hit with a .45 caliber bullet, he was able to fire several shots and fatally wound his assailant. The other escapee was captured a short time later.

On September 27, 1972, Patrolman J. G. Wright was killed approximately thirteen miles south of Roxboro. Witnesses stated that he stopped a vehicle occupied by three males. Patrolman Wright was not aware that these men had been involved in a robbery and were transporting stolen goods. As he approached the vehicle, the driver fired several shots fatally wounding Patrolman Walton.

The next and most recent fatal tragedy in the Patrol occurred on October 5, 1974, and cost the lives of two members. Although a court order prohibits releasing any statements pertaining to the case, information published before the order became effective revealed that Sergeant W. D. Arledge went to the Buncombe County Courthouse in Asheville to administer a Breathalyzer test at the request of Patrolman Lawrence Canipe. Information pertaining to what happened in the Breathalyzer room is restricted; however, Sergeant Arledge and Patrolman Canipe were

found in the room both slain with bullets from Canipe's service revolver. The suspect in the case was arrested approximately 12 hours later.

Other Deaths Have Occurred

Several members of the Patrol have died from injuries received in other type accidents. Some were killed while on duty and others while they were off duty. Four members have lost their lives in airplane and helicopter crashes through the years. In 1948 J. R. Davis and Charles Galloway were killed when the single engine airplane they were flying crashed in the mountains of western North Carolina. More recently, on June 19, 1974, First Sergeant John S. Hackett and Patrolman James A. Parker were killed in the crash of a privately owned helicopter near Reidsville.

Other members have died from natural causes, and their relatives as well as those of every man who has worn the uniform of the North Carolina Highway Patrol have a right to be proud. For every member, past or present, living or dead, has contributed to the success of this great organization. There are many pages of history of the Patrol yet to be written, but it is through the courage and devotion to duty of all Patrol personnel, both past and present, that North Carolina will be a safer place to live and drive.



Charles Oliver II, left, Chairman, Governor's Aviation Committee, and Willard G. Plentl, Jr., Director, Division of Aeronautics, with the Cessna 180 Aircraft assigned to the Department of Transportation and Highway Safety.



ELECTRONIC-EYE FOREWARNS MOTORISTS

An electronic detection and indicating device has been installed along a four-mile stretch of Highway I-40 near Canton, to forewarn motorists of the acceptable safe driving speeds during fog conditions.

The new device, basically an electronic-eye sensing-and-indicating system, has been installed as an experimental project to determine its suitability for use on State highways. The project will be continuously monitored over a three-year period to determine its effectiveness.

Transportation Secretary Troy A. Doby cited the fog belts that frequently plague highway traffic in certain areas along the coast and in the mountains, as real problems.

"The system has been installed and in operation for a week now, and we are anxious to learn whether this system can be used to curtail accidents" he said.



Principal coordinator of the project is T. L. Waters, Manager of Planning and Research. Actual inspections and arrangements for the data gathering as to the performance of the equipment will be Andy Ward, Traffic Engineering. Responsible for the resultant reports will be Lee Webster, Planning and Research.

According to this group, the installation consists of two systems, electrically connected but capable of operating as a single or a dual system. Two sets of photo-cells (similar to the magic-eye devices that trigger the opening and closing of doors when a beam of light is interrupted) are set alongside the highway, one set on either side.

The sensing light beams detect the fog and the density of the fog. This information is fed to 19 different highway signs which, in turn, display speed limits of 45, 35, 25, mph, according to visibility, including the word FOG. At the same time, warning lights flash to indicate the density of the fog. Similarly, as the intensity of the fog diminishes, the speed limits will indicate, for example, 25, 35, 45, 55 mph. When visibility is good, the 19 signs will serve as maximum speed limit signs, displaying 55 mph.

Specifically, the data is expected to provide answers to such questions as:

1. How effective are the display signals during a fog?
2. Does the device effectively reduce accidents?
3. Do the drivers respond in the manner desired?
4. Does the equipment function properly at all times?

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION AND HIGHWAY SAFETY



NEW ERA IN NORTH CAROLINA TRANSPORTATION

"The New Era," a 16 mm sound film in color filmed, produced, and edited by the Information Services employees of the Department of Transportation and Highway Safety, will be used to carry to the general public the story of transportation in North Carolina. The movie shows the multifaceted structure of the Department.

Premier of the film was held during the nine-day 1974 North Carolina State Fair and shown in the Department of Transportation theater erected in the newly completed Scott Pavilion at the Carolina State Fair Grounds in Raleigh.

The idea for the film was discussed late last summer. The employees realized that they faced monumental odds in the task involved. Sergeant Bill Huskins of the Highway Patrol, cameraman for the entire production, gambled that he would work "night and day," provided that he would have the entire support of the others who said that they could and would contribute their time and efforts, oftentimes on free overtime.

The challenge was met. Each department prepared a general outline of its operations in a narrative style. Next, the script was prepared and reviewed, re-reviewed and then revised. The script then was channeled through the office of Information Services, and the final script was made firm. Bob Campbell, Director of Information Services, was



the narrator for the film.

The follow-up problem then became the wherewithal for showing the film. Lloyd Young, Superintendent of the Equipment Depot, Grover Lewter, Carpenter Shop Foreman, and Albert H. Broughton, Henry Cook, and E. L. Johnson, carpenters, all contributed their talents in the design and construction of a replica of a small moviehouse complete with a box office window.

The criterion followed was to design a prefabricated building suitable for ease of erection and dismantling, one that could be used and then re-used for similar events by other State governmental departments.

The theater measured 35 feet in length, 22 feet in depth, and 11 feet in height. It was completely enclosed, had a dropped ceiling, and insulated. The ticket booth was equipped with blinking marquee lights. A. M. Lee, electrician, was responsible for the electrical wiring and lights in the theater and ticket booth. Adjacent to the ticket booth was an area used for the distribution of literature from the various divisions of the Department of Transportation and Highway Safety.

Various traffic signs were displayed on the back wall of the theater. Harold Rhudy, Linda Eddins, Ken E. Milam, Robert E. Cauley, and Pete G. Deaver of the Traffic



Engineering Section contributed their efforts in designing the educational and eyecatching arrangement of the signs.

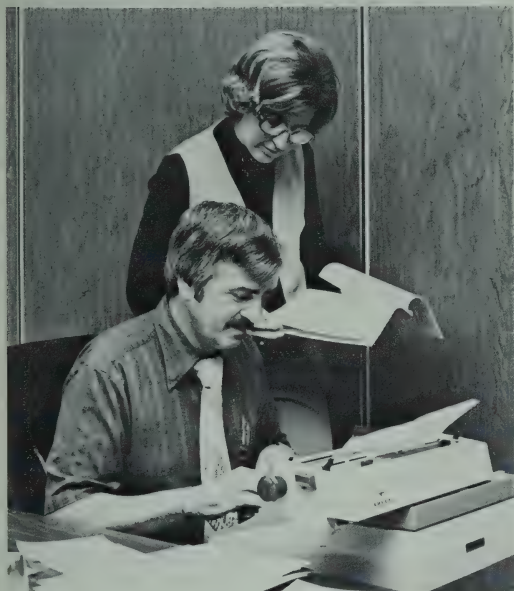
A mural was painted on the front wall of the theater depicting a typical modern city skyline with tall buildings and all the various modes of transportation. The design and application of the mural came from the drawing boards and brushes of Robert Langenberg and Frank Daino. Due to the essence of time, some quick thinking schemes, money-saving ideas, and make-shift substitutions had to be used to produce desirable results. The mural was first sketched with chalk, then charcoal, and painted with tempera. A coat of clear lacquer was sprayed over the entire surface for preservation.

After many frustrating and laborious hours spent on the project, more than 6000 people viewed the premier of the film. Under the management and fine leadership of personnel in the Department of Transportation and Highway Safety headquarters in Raleigh, the exhibit was a big success!

Special thanks and recognition are extended to the Department of Transportation employees who worked so diligently in making the project a success, to the volunteers who helped man the booth, and to the motion picture projectionists.

Miss North Carolina 1974, Susan Griffin, High Point;
 Artists-Illustrators Robbey Langenburg, left, Frank
 Daino.

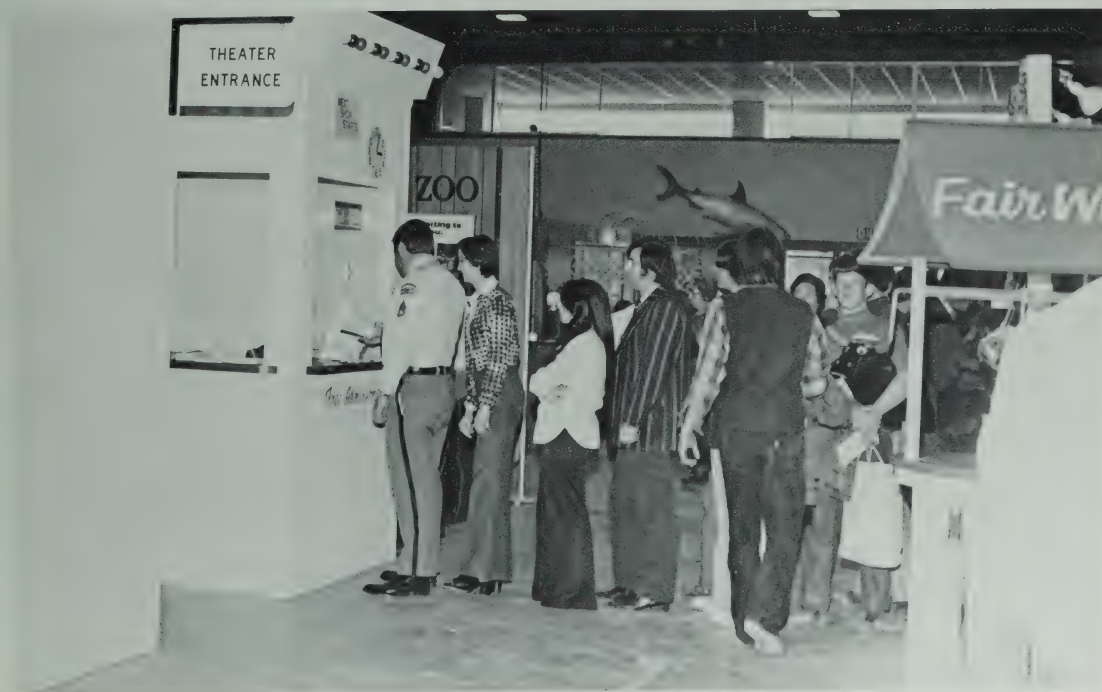
Bob Campbell and Jane Pate; Bill Huskins; Fair goes
 line up for the premier.



The film, "The New Era," is available on a
 free-loan basis to schools and other organizations
 throughout the state.

For more information write to:

Information Services
 Division of Motor Vehicles
 1100 New Bern Avenue, Room 104
 Raleigh, North Carolina 27611



AERONAUTICS

Every minute of the day an airplane is taking off or landing at an airport in North Carolina. Ten million passengers per year fly in and out of the state's airports, and this figure is growing by 5 percent annually.

Playing an increasingly important role in providing a safe, efficient air transportation system for the state is the newly created Division of Aeronautics of the Department of Transportation and Highway Safety. With the Division providing financial and technical assistance to almost 100 publicly-owned airports in North Carolina, the Department of Transportation and Highway Safety is rapidly becoming a multi-modal transportation agency.

The Aeronautics function in North Carolina was first assigned to the Department of Conservation and Development, later to become the Department of Natural and Economic Resources. Emphasis of the initial program, which had one staff member and a \$125,000 per year technical assistance budget, enabled the local government to improve airports and thus attract industry. In 1973, the Aeronautics function was transferred to the Department of Transportation and Highway Safety and given an expanded staff and a \$5,000,000 biennium airport grant budget for airport development in North Carolina.

The Division of Aeronautics is currently under the direction of Willard G. Plentl, Jr., P.E., a former Air Force Civil Engineer and active pilot who has worked extensively in airport engineering with the Florida Department of Transportation. Plentl is responsible for running the Division as well as budgetary and legislative liaison functions, serving as a Board of Directors to the Division of Aeronautics in the Governor's Aviation Committee, an eleven-member board responsible for reviewing and recommending aeronautics policy and airport grants.

For purposes of administration, the Division of Aeronautics, along with Mass Transportation, is currently housed within the Office of the Assistant Secretary for Planning, William F. Caddell, Jr. With the start of the new budget year in July, 1975, both Aeronautics and Mass Transportation will be full-responsibility divisions.

In order to carry out Department of Transportation policies, the Division of Aeronautics currently has three professional staff members. Bruce Matthews, Airport Development Specialist, is responsible for the state's financial and technical assistance programs for airports. Bill Maslyk, Air Transportation Specialist, is in charge of developing more useful passenger and cargo transportation for users of the state's air transportation system. Don Williams, Air Safety Specialist, works with pilots and flight groups across the state to promote safer operating practices. Jan Ennis provides secretarial services for the staff.

The Division of Aeronautics plans to expand its activities to include a full airport planning and engineering

staff. While the staff will not replace engineering consultants, it will enable the smaller airports to receive high quality technical assistance. In addition, the Division will branch out into new areas such as the possible construction of State-owned airports in remote areas and installation of air navigation aids to assist the private and business flier.

Other special projects include the development of a standardized general aviation terminal design, yearly data update for the Airport Systems Plan, and correction of minor safety deficiencies on airports by Division of Highways personnel.

While airport development activities are an important part of the Division's responsibilities, major emphasis is also put on the air transportation and safety functions.

The Division is currently working on two projects in the air transportation area. One of these projects is a Coastal Plains air commuter demonstration project in Eastern North Carolina. As a result of studies done in 1969 and 1971 by the Coastal Plains Regional Commission, a need for modern air transportation to the smaller business centers in Eastern North Carolina was identified. The Commission set up a demonstration project to explore the feasibility of air service to these smaller cities. The Division of Aeronautics currently provides technical coordination for routes served by Wheeler Airlines under a Coastal Plains grant. These routes include two roundtrips daily from Raleigh to Beaufort/Morehead City through Greenville and three roundtrips daily from Raleigh to Norfolk through Greenville and Elizabeth City. Initial response to the project by the public has been excellent.

One major project which will be started shortly is the development of a third-level air carrier systems plan. This plan is to be developed as a joint effort with the Systems Planning Section of the Office of the Assistant Secretary for Planning and will identify route structures for air commuters in North Carolina. The Division currently feels that the lack of air commuter service in North Carolina is the missing link in the total air transportation picture. The study will also recommend the type of aircraft to be used in the system, the State's role in developing the third-level system and the necessary financial information to make the third-level system in North Carolina a viable transportation service.

The newest function in the Division of Aeronautics is aviation study. This program is aimed at the promotion of aviation safety through positive education. The Division conducts safety seminars for pilots, mechanics, and fixed base operators throughout the State. Aeronautics will work to see that all State pilots in particular have an opportunity to attend these safety seminars. As part of the safety and promotional efforts, a North Carolina Aeronautical Chart is currently published for both in-state and out-of-state

pilots. Also planned, is a state airport directory for distribution on a similar basis.

During the last year, the Division of Aeronautics has come a long way. The progressive growth of air transportation from the 1903 flight of two brothers on the Outer Banks of North Carolina is phenomenal. With hypersonic passenger aircraft on the drawing board which will be able to cross the Atlantic in minutes rather than

hours and with a significant number of aircraft in the system operating more efficiently energy wise than most automobiles, the potential is just beginning to be adequately developed.

Aeronautics is one part of the total transportation picture. North Carolina's total transportation effort provides a better life for all North Carolinians.

Dear DOT

Dear DOT:

Please accept our thanks and appreciation for the exceptionally fine manner in which you worked with us in settling the claim for the Pine Street Extension. We were impressed with your efficiency and ability — and many times we felt that you went beyond this call of duty to be of help to us. We thank you for your assistance.

Best Wishes.
Kirby Watson

Dear DOT:

As the Information Officer of the City of Raleigh, I am very conscious and aware of public reaction to City and State officials as they perform their daily tasks.

With that in mind, I would like to bring to your attention a State employee, Ms. Gail Currin, of the Driver's License Division with whom I have had some contact recently.

Ms. Currin is a fine example of public reactions consciousness and displays a very positive, cheerful attitude and knowledgeability about her job. Her manner makes it pleasant to deal with public servants.

In the interest of reinforcing this kind of attitude, I am bringing this to your attention to let you know that, through this employee, you are gaining a very fine public acceptance in the use of tax dollars in hiring of this kind of personnel. The City of Raleigh also has

many people of this caliber. If she is typical of your people, then you are indeed fortunate.

Very sincerely yours,
Cy K. Lynn
Director of Research and
Information
City of Raleigh

(This letter was written to Mr. R. B. Manning, Right of Way Agent, Division 4, Wilson)

Dear DOT:

I am a property owner, 719 Francis King Street and 5907-09 W. Friendly Ave., both roads are being widened. It has been a traumatic experience. However, I think you should know that it was not fatal and largely due to Otho Hicks. He has been kind and patient. I have talked with him on the phone many times. He has made many trips to my home. He was kind and considerate of my mother who built this home in 1912, and he went to bat for me when there was a misunderstanding about the sewer systems. He did not throw me the fancy phrases and jargon. He told it like it was but his sincere concern for the rights of the property owner was a beautiful thing to find in the State Department.

I appreciate his help and kindness. Mr. Hicks did not get me everything I asked for, but I found a friend on the other side of the

fence and that is neat.

Sincerely
Nancy Evans
Greensboro, N. C.

Dear DOT:

I would like to take this means to thank Robert Beddard, Jr. and Lonnie Smith of the State Highway Commission in Greenville for the assistance they gave to one of our prison employees, William B. Taylor, who was involved in the auto accident on August 5, 1974, at the intersection of Highway 13 and Belvoir Road.

His being alive today is credited to their professional knowledge of knowing what to do in an emergency such as this. Taylor was injured quite seriously, as you are aware. However, he is recovering quite satisfactorily and is at home in Rocky Mount.

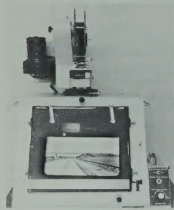
I am sure that the Department of Transportation is proud to have such highly trained personnel on their staff. The job that they did speaks for itself.

Again, I want to thank you and if I, or any member of the Department of Correction can be helpful to you, please let us know.

Sincerely,
James R. Langely
Dept. of Corrections, Div.
of Prisons
Coordinator for Custody

(This letter was written to Robert Beddard, Jr. and Lonnie Smith, highway employees in Greenville.)

PHOTOLOGGING



"Photologging is an extremely useful tool in the area of transportation, but strangely enough many are not aware of it," says Lee Webster of Planning and Research. "We want to encourage our personnel to realize and to take advantage of its great potential," he added.

The North Carolina Department of Transportation and Highway Safety is one of more than 30 State highway departments making use of photologging equipment which was originally designed for the space program. The photologging or photographic process records highways and their surroundings on film which can benefit efforts to make highways safer and to minimize highway operational and maintenance costs. The nationwide project is being funded by state and participating Federal aid monies.

North Carolina's photologging system developed three years ago, according to Webster, and to date more than half of North Carolina's primary roads are recorded on film. The filming process involves a movie-type camera and related equipment located in a specially adapted sedan. As the vehicle moves down the highway, the camera triggered by the speedometer takes 100 snapshots every mile. The pictures show what the average driver travelling along the highway sees plus such identifying information as date, highway route number and mile point.

The finished pictures stored on 100 ft. microfilm reels, are shown on a viewer with wall-projection capability. The viewer can be stopped or slowed for closer observation on selected portions of the highway or it can be



speeded up to simulate a view of the highway at speeds up to 600 mph.

Unbelievable, the photologging process is a one-man operation. That one man is Todd Roberts, an engineer technician, and he does the planning and preparation, the actual photographing and the editing, indexing and storing of the film. "There's a world of knowledge in each snapshot," says Roberts, and he ought to know!

The films and the portable projector are easily accessible and identifiable to interested personnel. Both are stored in Room 461 of the Highway Building.

Being pictorial, the photolog is an aid that is more easily understood than the typical road map or engineering plan with its masses of lines and codes showing the complex features of roadway designs. Highway personnel are able to view roadside problems from a central location thus eliminating the money and time required to conduct on-site inspections. Photolog films can be acquired for approximately \$5 per one-way mile.

So far Roadway Design and Advanced Planning have been the principal users of the photologging system. It has aided them in preparing for updating safety features and eliminating hazards, for studying projects, for widening highways and for demonstrating the need for improvements. Photologging also helps in updating the computer inventory file, the roadway and sign inventory file, and in checking and editing county maps. Certainly there are many ways that photologging can be an aid. Its potential is great so highway personnel, take advantage!



Chris Larson has recently assumed the duties of Departmental Legislative Liaison Officer.



Boyd Miller, former Commissioner of Motor Vehicles, and some of his employees prepare to mail out safety sabbath literature.

BLACK MOUNTAIN. 3. M. →

ASHEVILLE. 19. M. →

← OLD F.ORT. 10. M.

← MORGANTON.

BUNCOMBE COUNTY. 

9TH DISTRICT

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We Appreciate Constructive Criticism
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